New South Wales
Government Initiative

RTA
Roads and Traffic Authority
www.rta.nsw.gov.au

July 2000

THE CROSS CITY TUNNEL

Release of ENVIRONMENTAL IMPACT STATEMENT

Proposed Changes to City Streets as Part of the Cross City Tunnel

Druitt Street

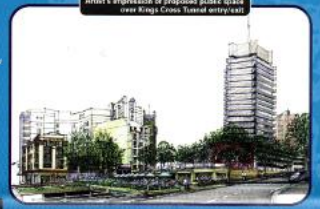
- New 24 hour bus lanes in both directions extending onto the Druitt Street viaduct
- Closed to general traffic between Clarence and Kent Streets. Open to buses, taxis, cyclists and other vehicles entitled to use bus lanes
- Trees of eastern end removed and replaced

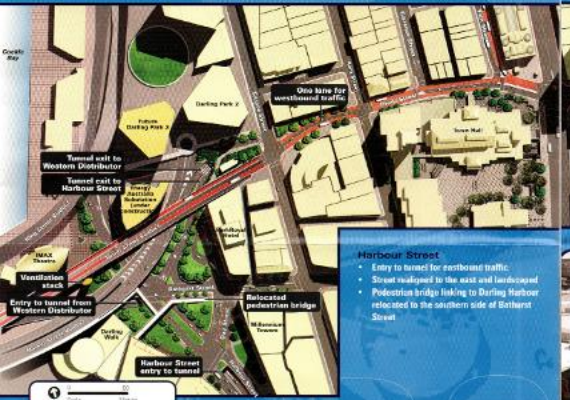
Sir John Young Crescent

- One lane of traffic from tunnel north of Crown Street for eastern suburbs traffic travelling to Macquarie Street, the Harbour Tunnel or Harbour Bridge
- Landscaping of the edge of the Domain
- New entry/exit for Domain Carpark

Kings Cross

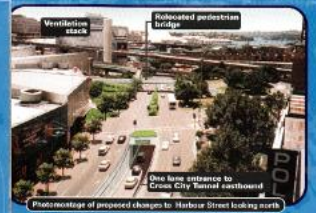
- Cross City Tunnel entry and exit located inside the Kings Cross Tunnel
- Existing entry/exit of Kings Cross Tunnel reduced in size with park and terrace built on new covered area above the tunnel





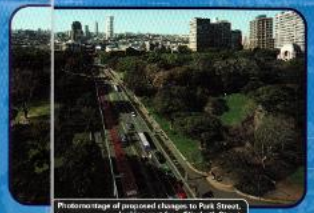
Harbour Street

- Entry to tunnel for eastbound traffic
- Street realigned to the east and landscaped
- Pedestrian bridge linking to Darling Harbour relocated to the southern side of Bathurst Street



Park Street (Elizabeth to College Streets)

- Footpaths widened and landscaped
- New 24 hour bus lanes
- New bicycle lanes
- General traffic restricted to one lane in each direction plus right turn lanes



William Street

- Footpaths widened and landscaped
- Current peak hour T2 transit lanes changed to daytime (6am-7pm) T2 transit lanes
- Other traffic restricted to one lane in each direction plus right turn lanes
- New bicycle lanes

How can I comment on the proposal and the EIS?

Comments are invited from anyone interested in the proposal and must be provided in writing. You can comment on any aspect of the proposal or the EIS. You may provide information or suggestions on the material contained in the EIS, including errors or omissions.

All representations will be treated as public documents unless you request your name be withheld. The closing date for representations is 8 September 2000. Please address your representation to:

RTA Project Manager
Cross City Tunnel EIS
PO Box 248
CONCORD WEST NSW 2138; or
email:crosscitytunnel@rta.nsw.gov.au

Please note if you have questions contact the study team on **1800 633 332**. The email address is for submitting representations only.

Please ensure that your representation is either typed or in clear handwriting. To make it easier to analyse and record your issues correctly, it would help if you could:

- list your comments as dot points when possible
- refer to chapters or sections of the EIS
- include your name and address if you would like your representation to be acknowledged

How can I find out more?

Ring the 1800 633 332 toll free information line

Visit the displays and models at Customs House, City Exhibition Space 4th Floor, 31 Alfred Street, Circular Quay

Talk to study team members at information stands:

- Saturday, 12 August, 10.00am to 3.00pm, Darling Harbour "Palm Grove", under the Western Distributor freeway ramps, next to the IMAX Theatre
- Saturday, 19 August, 10.00am to 3.00pm, Kings Cross Fitzroy Gardens, outside Rex Hotel building, 50-58 Macleay Street (if raining information stands will be inside the community centre)
- Saturday, 26 August, 10.00am to 3.00pm, East Sydney, corner of William and Riley Streets (outdoor paved area)

Look up the RTA website at www.rta.nsw.gov.au

All information included in written correspondence is collected for the sole purpose of assisting in the assessment of this proposal. The information may be used by the RTA's Project Manager, RTA planning and environmental staff and/or the RTA's project contractors. Copies of the information will be provided to the Department of Urban Affairs and Planning and the Environment Protection Authority. Information will not be released otherwise without the written approval of the respondent.

However, all information in representations received, including the name and address of the respondent, may be published in subsequent assessment documents unless clear indication is given in the correspondence that all or any part of that information is not to be published. The supply of this information is voluntary. Each respondent has free access at all times to the information provided by that respondent, but not to any information provided by other respondents. Any respondent may make a correction to the information that they have provided in providing the correction in writing to the same address where original representations were sent.

All information is being collected and will be held by the Roads and Traffic Authority, 83 Flushcombe Road, Blacktown.

Where can I read or buy a copy of the EIS?

Purchase a printed copy of the main volume of the EIS for $20 and $5 for the supporting volumes of Technical Papers, or a compact disc for $10 (all prices include GST) from:

NSW Government Information Centre
phone 9743 7200 to place an order or drop into:
Goodsell Buildings, City Centre
Corner of Phillip and Hunter Streets, Sydney
Monday to Friday 8.30am to 5.00pm
Parramatta Branch
Ferguson Centre, 130 George Street, Parramatta
Monday to Friday 8.30am to 5.00pm

Roads and Traffic Authority
Centennial Plaza: 260 Elizabeth Street, Surry Hills
Monday to Friday 8.30am to 5.00pm
Blacktown: 83 Flushcombe Road, Blacktown
Monday to Friday 8.30am to 5.00pm

Read the EIS documents at:

Customs House City Exhibition Space
4th Floor, 31 Alfred Street,
Circular Quay
Daily 10.00am to 5.00pm

NSW Environment Centre
Nature Conservation Council
Level 5, 362 Kent Street, Sydney
Monday to Friday 8.30am to 5.00pm

Department of Urban Affairs and Planning
Information Centre, Ground Floor, Governor Macquarie Tower
1 Farrer Place, Sydney
Monday to Friday 8.45am to 5.00pm

Councils
Leichhardt Council: 7-15 Wetherill Street, Leichhardt
Monday to Friday 8.30am to 4.30pm
South Sydney Council One Stop Shop
Centennial Plaza, 280 Elizabeth Street, Sydney
Monday to Friday 8.15am to 5.00pm
Sydney City Council One Stop Shop
Ground Floor, Town Hall House, 456 Kent Street, Sydney
Monday to Friday 8.00am to 6.00pm
Waverley Council: Corner Paul Street and Bondi Road, Bondi Junction
Monday to Friday 8.30am to 5.00pm
Woollahra Council: 536 New South Head Road, Double Bay
Monday to Friday 8.00am to 4.30pm

Libraries
Haymarket Library: 744 George Street, Sydney
Monday to Friday 8.30am to 6.00pm
Saturday 10.00am to 1.00pm
Kings Cross Library: 50-58 Macleay Street, King Cross
Monday 12 noon to 8.00pm
Tuesday to Friday 10.00am to 6.00pm
Saturday 10.00am to 4.00pm
Sunday 12 noon to 4.00pm
Paddington Library: 247 Oxford Street, Paddington
Monday, Tuesday, Thursday, Friday 10.00am to 6.00pm
Wednesday 12 noon to 8.00pm
Saturday 10.00am to 2.00pm
Surry Hills Library: 405 Crown Street, Surry Hills
Monday, Tuesday, Wednesday, Friday 10.00am to 6.00pm
Thursday 12 noon to 8.00pm
Saturday 10.00am to 12.00 noon
Sydney City Council Library: Level 3, Town Hall House
456 Kent Street, Sydney
Monday to Friday 8.00am to 7.00pm
Saturday 9.00am to 12.00 noon
Ultimo Library: 40 William Henry Street, Ultimo
Monday to Friday 11.00am to 7.00pm
Weekends 12 noon to 4.00pm

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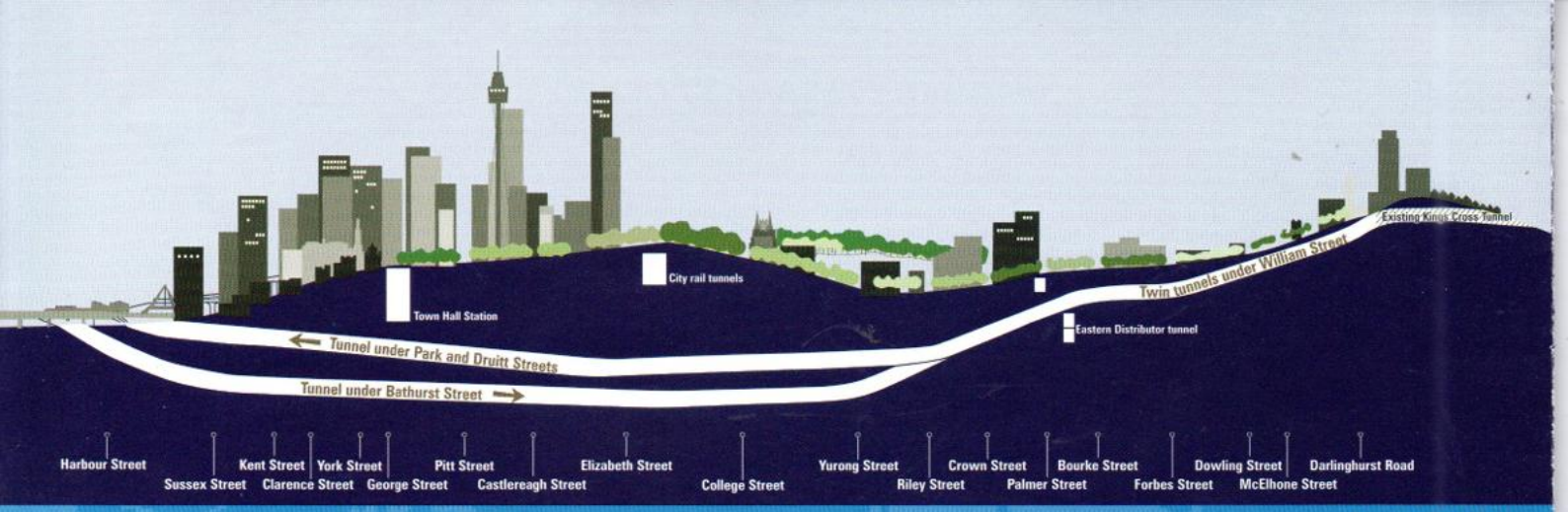


Long Section

How was the design developed?

The Cross City Tunnel and the plan for improvements to city streets have been developed over two years of investigation and community discussion. A preliminary design was announced in 1998 and the RTA received many valuable comments and ideas. The design was changed to include a longer tunnel, an exit at the northern end of Sir John Young Crescent and improvements to the location and appearances of the exit and entry points.

The improved Cross City Tunnel proposal would

- **bypass up to 18 sets of traffic signals**
- **remove large numbers of vehicles from William Street**
- **include footpath widening, landscaping and improvement schemes on William, Park and Harbour Streets**
- **improve the appearance of the western entry and exit to the Kings Cross Tunnel and create a useful area of public open space over the tunnel**
- **remove large numbers of cars from the Woolloomooloo area by including a tunnel exit in Sir John Young Crescent**
- **provide bicycle lanes between Kings Cross and the city**
- **provide or upgrade bus and transit lanes on William, Park, Druitt and Elizabeth Streets**

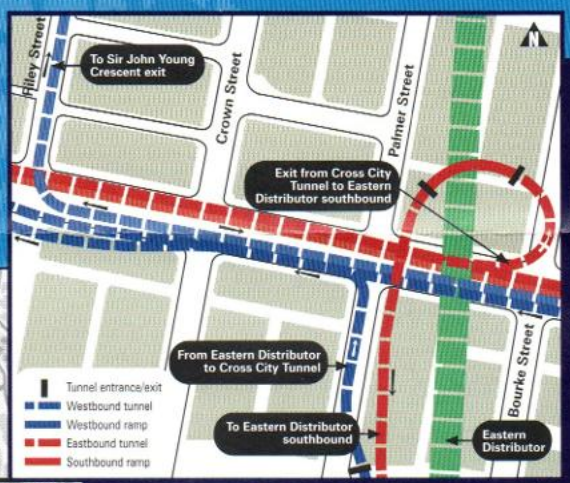
Connections to the Eastern Distributor and the Harbour Crossings

- connections between the Cross City Tunnel and the Eastern Distributor would be provided for
  - eastbound Cross City Tunnel traffic to travel south in the Eastern Distributor
  - northbound Eastern Distributor traffic to travel west in the Cross City Tunnel
- a single lane exit would be provided in Sir John Young Crescent, north of Crown Street, for eastern suburbs traffic travelling to Macquarie Street, the Harbour Tunnel or the Harbour Bridge (a detailed diagram is shown over the page)

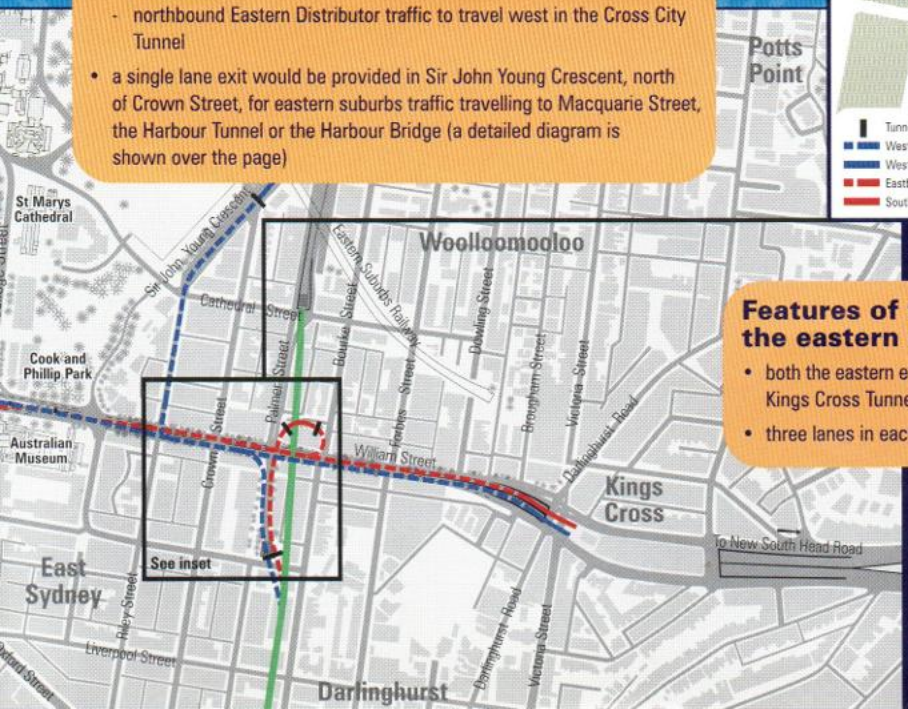
How will a decision be made?

The EIS documents potential impacts of the proposal, both beneficial and adverse. The EIS will be on public exhibition until 8 September 2000.

The community is invited to make representations on the proposal and its potential impacts. After considering all representations, the RTA will decide whether to seek approval for the proposal. If the RTA seeks approval, the Department of Urban Affairs and Planning will examine the proposal and community representations and prepare an Assessment Report. The Minister for Urban Affairs and Planning will then decide whether or not to grant approval to the proposal. If approval is granted, the reports prepared by the RTA and the Department of Urban Affairs and Planning will be made available to the public.



Proposed Eastern Distributor connections



Features of the tunnel entrance and exit at the eastern end

- both the eastern entrance and exit to the tunnel would be within the existing Kings Cross Tunnel under Darlinghurst Road
- three lanes in each direction to be marked in the Kings Cross Tunnel

Plan of Tunnel Route

Scale 0 500 Metres

Preliminary designs for a Cross City Tunnel were announced in 1998 and the community provided many valuable comments and suggestions on the proposal. Since then many improvements have been made to the design of the Cross City Tunnel. An Environmental Impact Statement (EIS) has now been prepared for community review. This newsletter provides brief details about the proposal, where you can go to read the EIS, or obtain a copy, and how you can participate in the decision-making process.

What is the Cross City Tunnel proposal?

The Cross City Tunnel proposal comprises twin two-lane road tunnels for traffic travelling east–west across the city. It would be constructed between Darling Harbour and Kings Cross and would link the Western and Eastern Distributors.

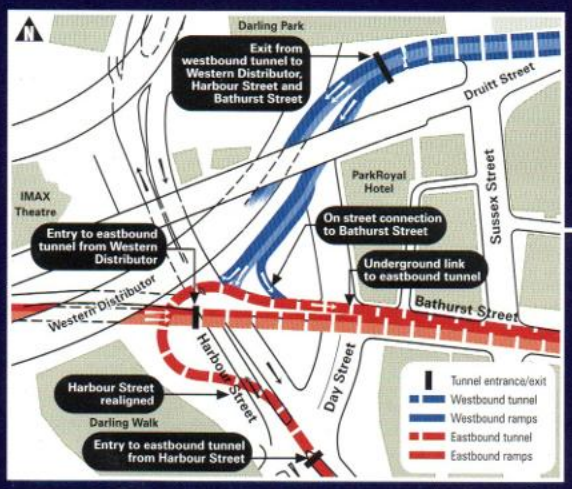
Removing traffic from city streets would create the opportunity to improve facilities for pedestrians, cyclists and bus passengers and generally improve the environment of city streets. Proposed changes to city streets are shown on the other side of this newsletter.

The proposal would cost $400 million to construct and would be funded by tolls. The air from the tunnels would be ventilated through a single stack located near Harbour Street at Darling Harbour. If the proposal is approved, construction could start in 2001, for the tunnel to open in 2004.

The proposal would reduce the time taken to drive across the city by up to 20 minutes. It is estimated that constructing the tunnel would create up to 1600 direct and indirect jobs.

Features of the tunnel entrance and exit at the western end

- traffic from the west would enter the tunnel directly, without stopping at traffic signals
- traffic from the south would use an entry in Harbour Street
- traffic from the city or Harbour Bridge could access the tunnel entrance in Harbour Street by using Liverpool Street
- traffic exiting the tunnel to the west would connect directly onto the Western Distributor
- traffic exiting the tunnel and travelling to the Harbour Bridge, the south, Chinatown or the western side of the city would access Harbour Street or Bathurst Street at traffic signals



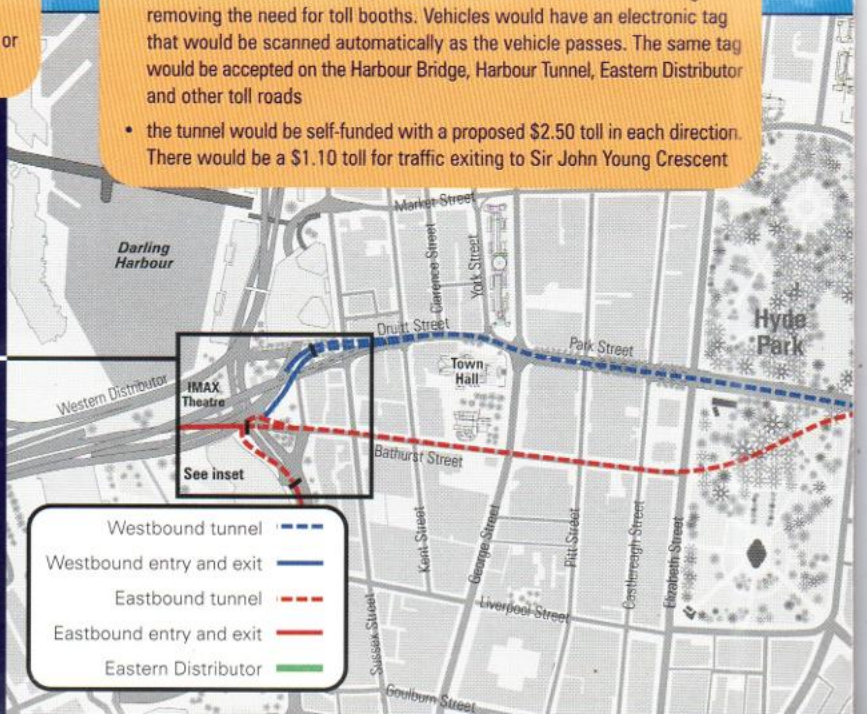
Proposed tunnel entrance and exit - western end

What is the purpose of the Cross City Tunnel?

At the moment, cars and pedestrians compete for space in the city. Some areas are extremely noisy, with poor safety and air quality. These problems are mainly caused by the large volume of traffic which passes through the city. Buses, taxis, cyclists and pedestrians need safer and less congested city streets.

Building the Cross City Tunnel would

- **remove east–west through traffic from city streets**
- **make the environment of city streets more pleasant for pedestrians, residents and business people by providing more footpath space in some streets and improving access**
- **improve travel times for vehicles travelling across the city**
- **improve travel times and reliability of bus services in the city**
- **improve access to and movement within the city for buses, taxis, delivery vehicles, cyclists and pedestrians**

Features of the tunnels

- traffic would travel in two separate tunnels, one for eastbound traffic and one for westbound traffic. Each would have two traffic lanes
- traffic, safety and air quality would be monitored 24 hours a day
- up-to-the-minute traffic information would be provided through variable message signs and lane use signals
- tunnel traffic would be tolled in each direction, with electronic tolling removing the need for toll booths. Vehicles would have an electronic tag that would be scanned automatically as the vehicle passes. The same tag would be accepted on the Harbour Bridge, Harbour Tunnel, Eastern Distributor and other toll roads
- the tunnel would be self-funded with a proposed $2.50 toll in each direction. There would be a $1.10 toll for traffic exiting to Sir John Young Crescent